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ARNOLD SCHWARZENEGGER
GOVERNOR



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

December 3, 2004

Dear Stakeholder:

California's high-speed train project is nearing the important step of identifying preferred route alignment alternatives along the 700-mile long system for the preparation of the Final Program EIR/EIS.

During the California High-Speed Rail Authority Board meeting November 10, 2004, Authority staff presented recommendations for the four remaining route alignments within California's proposed high-speed train system. The staff recommendations were based on technical studies, and input from public agencies and the general public. The staff presented, for board consideration, its recommendations identifying the preferred alignments on the following corridors:

- Sacramento to Bakersfield
- San Francisco to San Jose
- Oakland to San Jose
- Los Angeles to San Diego via the Inland Empire

The board gave advisory approval on the majority of routes discussed and directed staff to give further attention to the alignment between Fresno and Bakersfield.

At the September 22, 2004 Authority meeting, board members indicated their tentative approval, pending further review of public and agency comments received on the Draft EIR/EIS, of staff's recommendations for identifying preferred alternatives along the Bakersfield – Los Angeles, Los Angeles – San Diego (via Orange County), and the Northern Mountain Pass corridors. The Board tentatively approved the following:

- For Los Angeles to Bakersfield, the alignment through the Antelope Valley with a station in Palmdale
- For Los Angeles to San Diego via Orange County, the alignment to Irvine
- Using existing transportation networks to connect LAX with the proposed high-speed train system
- For the northern mountain crossing from the Central Valley to the Bay Area, identifying a broad corridor for further study before selecting a preferred alignment alternative

We invite you to review the staff's recommendations on preferred alignment alternatives and to attend the Authority's December 15th meeting where the board is expected to take action on the staff recommendations identifying the preferred alternatives for the Final EIR/EIS.

For additional information on the staff's recommendations on preferred alignment alternatives visit the CHSRA website at www.cahighspeedrail.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Morshed".

Mehdi Morshed
Executive Director